

THE EVENING STAR.

WASHINGTON.

SATURDAY, January 25, 1896.

CROSBY S. NOTES, Editor.

THE EVENING STAR has a regular and permanent Family Circulation much more than the combined circulation of all the other newspapers in the District.

For order to avoid delay, on account of persons who have letters to the STAR should not be addressed to any individual connected with the office, but simply to THE STAR, or to the Editor or Business Manager, according to tenor or purpose.

The Memorial Bridge.

Of course the Senate will reconsider the vote by which the bill providing for a memorial bridge was passed yesterday with a proviso stipulating that the District should pay one-half of the cost of construction. Senator Blanchard has a wholly erroneous idea of the financial relations of the government to the District and should be immediately convinced of his misconception. That, however, is another matter. The memorial bridge project has within it certain peculiar characteristics making it worthy of special study in the line of determining the question as to whether or not its cost should all be borne by the nation. So far as the proposed structure is memorial, national monument to the heroes of the late war, and so far as the expense of its construction is increased by the bridge's memorial character, to that extent at the very outset the nation should bear the entire cost. The people of the District, except as national taxpayers, were not charged with any part of the cost of erecting the Washington monument, and they should now be exempt from any special and additional burden in building the memorial features of a bridge designed to commemorate the deeds of the heroes of the republic. But in addition to its memorial characteristics the bridge will be a highway between the seat of government and the great military reservation on the other side of the river. This military feature is in reality the main cause of the general approval given to the project by successive Secretaries of War, and was urged in debate yesterday by Mr. Daniel with force and reason. He further called attention to the fact that this bridge would greatly enhance the value of the government property in Virginia and would represent a material accession of interest in case the nation should ever sell its holding. Again the burden comes squarely upon the government, and it is only when the bridge is viewed as a mere public convenience, which, as pointed out, is the least consideration urged in its behalf, that there is any possibility of establishing the shadow of a right to force the District to pay a share of the cost. Then appears a new element in the case; the state of Virginia is to be benefited more than the District of Columbia. This state is quite as much a party to the enterprise as the District, and if the whole cost is not to be borne by the government the state should share with the District the rest of the burden.

A bridge of this character would be patronized from this side more largely by tourists than by District people. Thus the benefits accruing to the city are still further diminished. On the other hand the traffic from Virginia would be largely if not wholly commercial, so that a just division of the expense would place a still greater share on the state than on the District. There is no disposition to hide the fact that Washington needs a fine new bridge across the Potomac. There is not a handsome structure spanning either of the rivers, and those across the Potomac at the city are disgraces. But the proposed memorial bridge is not a municipal structure and if it should be authorized, the present lines of purpose, plan, architecture and probable expense in the name of equity divide between the District and the beneficiaries in Virginia only the small residue of cost which remains after the nation has assumed the expense of the national features which have been indicated. And inasmuch as Virginia may not be assessed by Congress to meet her equitable share of the expense, it is submitted that it would be wise to treat the memorial bridge as an exclusively national structure, and to put the District upon the same footing as Virginia.

Free Transfers.

The District committee should soon take up the matter of street railway fares and should pay particular attention to the subject of transfers. Senator McMillan has already prepared a bill looking to the inauguration of a system giving free transfers over all the roads of the city. It is in the line that has long been contemplated, and is comprehensive enough to cover the whole case. Fixing the fare for a single passenger within the District at a maximum of five cents, it provides that the companies operating within this territory shall "transport each passenger by a proper system of transfers over such lines for the single fare paid upon the initial line." It is stipulated that the Commissioners shall prescribe the places and methods for giving such transfers, a wise provision. The transfers should all be given on the car and the passenger need not be obliged to go to a stall on the street side for the fare slip. This, however, is a detail that can probably be left with the Commissioners with safety. The main point is to compel the companies to issue reciprocal transfers free, and to give the citizens the benefit of the extensions for which franchises are granted without extra charge. It is understood that the local roads would gladly give free transfers on the basis of a flat rate, but the District committee, by Mr. McMillan, however, insists upon the old rate of six tickets for a quarter. It hits the case squarely and deserves immediate consideration.

Elsewhere in its columns The Star prints an extremely interesting statement from ex-Minister Thurston of Hawaii, which throws a flood of light upon the relations of the administration and Mr. Thurston and the events which led to the latter's recall.

The District politicians do not have many opportunities for activity, and they are naturally disposed to make the most of them when they occur.

Protect the Workmen.

The authorities should not wait for another death to occur at the city post-office building resulting from the lack of adequate protective devices before compelling the contractors on that and other large structures in this city to provide flooring and other precautionary measures that simple justice to the men working under them demands. The new regulations about to be promulgated by the District Commissioners cover this point in a satisfactory manner and if they are thoroughly enforced there will be no cause for complaint on that score in the case of buildings that are erected under permits from the District government. There is question, however, whether the local authorities in any case extend to a public building such as the post-office now under construction, which has already been the scene of at least two fatal accidents that would doubtless have been avoided if the building had been equipped in accordance with the regulations about to be made part of the local law. The statutes give the Commissioners authority to make proper building regulations, and specifically provide that those regulations shall, in their operation within the District, have the same force

and effect as though enacted by Congress. This still leaves open the question of the applicability of these regulations to a public structure which is directly under the control of the supervising architect of the Treasury. In any event, however, the treasury authorities should at once apply such pressure on the contractors as to force them to provide floorings beneath the men who are working at the dizzy heights required by the present stage of the construction, pending the passage by Congress of a law which will leave no doubt whatever as to the liability of employers on public works. Last August a man was killed whose life would certainly have been saved if there had been a temporary flooring in place and the department succeeded in making the contractors floor over a part of the space. This flooring has, it is understood, since been removed and the men are again exposed to the danger of instant death. Let the Treasury Department move again in the matter and it may perhaps save lives that are now in jeopardy.

Necessary Amendments.

While Congress is granting to the Maryland and Washington Railway an extension of the construction period it would be well to add to its charter certain provisions which have recently been discovered to be necessary to prevent this road from becoming little else than a through line to Baltimore, running trains at high speed and at grade through the city streets. The people living along the line of the road, it is understood, fear that the traffic will be sacrificed in order that the company can compete with the steam roads for the through traffic, and they are suggesting that the present opportunity be accepted to incorporate in the bill under consideration the following paragraphs:

Provided, that said railway company be required to run cars for the accommodation of passengers, as often as every half hour, from 6 a.m. to 10 p.m., said cars or trains to stop on signal at said crossings.

Provided further, that if trains or cars on said railway are run at a greater speed than twenty miles an hour, within the District of Columbia, the company shall maintain gates and a watchman at every grade crossing over a public highway, to the satisfaction of the District Commissioners.

Certainly if the electric line is to compete with the steam roads it will run cars or trains at high speeds, and the law should involve a great danger to the people in the city and its immediate suburbs. And as that is the obvious intent of the new corporation these provisions now suggested would seem to commend themselves to the approval of the Senators and Representatives interested in such matters.

Building Intelligence.

Gradually but surely the light of knowledge is penetrating the dark places and the previously unenlightened are learning. (1) That the seven and a half million bond bill is by a large majority a sewer bill and not a street extension bill; and (2) that the comprehensive sewerage plan of the board of sanitary engineers, which the bond bill is to carry into effect, is a trunk line project of the present city and is not at all a suburban sewer extension scheme. And with this knowledge comes to the hitherto blighted discovery that if the bond bill is a sewer bill and a job for the jobbers and jobbers are primarily the entire population of the present city of Washington to whose benefit the trunk sewer plan enures, and secondarily, the suburban property owners whose land is to be taken in street extension, and to whom the money appropriated for sewer extension will be paid. This second hand of alleged robbery is loudly complaining of being robbed, and is proclaiming that the steal in the affair is to be found in the virtual confiscation of its property by the government. It thus appears that everybody is the thief in the alleged steal, and where all are so reasonably and intelligently accused, any discrimination among them would obviously be invidious.

Senator Frye's Able Speech.

Senator Frye's speech in the Senate yesterday afternoon on the Armenian massacres was one of the most able addresses delivered at this session of Congress. He unquestionably voiced the sentiment of the American people when he called for vigorous action by this government to prevent further outrages upon Christianity and especially to express the resentment of the nation at the inhuman protection afforded the American missionaries and their property in Armenia. It was doubtless owing to Senator Frye's impassioned oratory that the Senate so promptly passed the resolutions reported from the committee on foreign relations declaring it to be the imperative duty of the powers of Europe to give immediate effect to the Berlin treaty of 1878. The resolution also stands as a warning to the ports that further outrages against Americans in Armenia as well as a continuation of the horrors of massacre there will call forth the most practical measures of resentment of which this country is capable.

Pneumatic Tires on Ambulances.

The municipal authorities of Baltimore are seeking to improve the local ambulance service, which is evidently in bad times, and among the suggestions made is one that the wheels of these vehicles should be equipped with pneumatic tires. The streets of Baltimore are not so smooth as those of Washington, and such an equipment would unquestionably add greatly to the comfort and safety of patients being conveyed to the hospitals. It might be well to try the experiment here. While the asphalt streets give the smoothest ride possible when ordinary wheels are used the inflated rubber tire would certainly add to the comfort of the sick or injured, and would reduce the annoyance of a quick trip in a wagon to a minimum. These tires are in use on ambulances in New York and several other large cities of the north.

It is to be hoped, just by way of encouragement for the theory that total depravity does not exist, that the Sultan's modification of his original purpose to entirely exclude the people anxious to relieve the suffering in Armenia is not solely due to the fact that the heavy snows have so blocked the mountain passes as to make the sufferers inaccessible.

The conspicuously unhappy results of young Mr. Pabst's marriage to a woman who surpassed him both in celebrity and in avowals might make it desirable for the ladies now convening in this city to say a word or two to emphasize the enormity of husband-beating.

The report that President Cleveland wrote his Venezuelan message while he was duck-hunting gives the canvas-back a standing in affairs which was never expected for it even by its most ardent admirers among naturalists and gourmets.

The base ball umpire, who is necessarily unemployed at this season, might fill in his vacant time congenially by officiating as sergeant-at-arms in a District political campaign.

If the new congressman will in some cases demonstrate that in a new kind of congressman, a certain mild introversion to consider him sportively will inevitably cease.

Great Britain is apparently realizing that James Monroe's death is considerably greater than Lord Salisbury's alive.

THE WEEK.

Two opposing phases of the Monroe doctrine were presented in the Senate—one from the committee on foreign relations favoring a strong reaffirmation of the doctrine, and another from Mr. Sewell of New Jersey urging that the doctrine had been carried so far beyond its scope as to threaten dangerous consequences. After a stirring debate the Senate agreed to the concurrent resolution urging decisive action by the European powers against Turkey in Congress in the most vigorous action he may take for the protection of Americans in Turkey and the redress for injuries to American persons or property. The President sent to the House his reply to the resolution calling for information regarding the speeches delivered by Ambassador Bayard in England. He transmitted copies of the speeches and copies of explanatory letters from Mr. Bayard. No action was taken by the President on the speeches, except to notify Mr. Bayard of the action of the House. George L. Wellington (Republican) was elected United States Senator from Maryland, H. D. Money by the Democrats in Mississippi, and Messrs. Brown and Cannon by the Utah Republicans. The deadlock in the Kentucky legislature continued. The House committee on Pacific railroads decided to begin hearings Monday preparatory to framing a plan for the adjustment of the debts of the Central and Union Pacific to the government. The American Venezuelan boundary commission held its first regular meeting. At the request of the commission, Secretary Olney directed the State Department to furnish the commission with whatever information they may possess that will throw light upon the boundary line between the United States and Venezuela. The Cherokee delegation, now in Washington, presented to Congress a memorial protesting against the changes recently made in the Cherokee reservation and making a plea for indefinite continuance of their present form of government. At Charleston Capt. Sam Houston was acquitted of the charge of violating the neutrality laws.

Foreign. An offensive and defensive alliance was reported to have been concluded between Russia and Turkey. The porte decided to allow Miss Clara Barton and such persons as Minister Terrell may name to distribute relief in Armenia, but refused to recognize the Red Cross Society. The British expeditionary force quietly took possession of Coamassie, and after a parade of the Ashanti chiefs, King Premeh descended from his high throne and distributed relief in Armenia, but refused to recognize the Red Cross Society. The British expeditionary force quietly took possession of Coamassie, and after a parade of the Ashanti chiefs, King Premeh descended from his high throne and distributed relief in Armenia, but refused to recognize the Red Cross Society. The British expeditionary force quietly took possession of Coamassie, and after a parade of the Ashanti chiefs, King Premeh descended from his high throne and distributed relief in Armenia, but refused to recognize the Red Cross Society.

The District. A number of representative bodies were in session. Silver medal holders met and decided to call a national convention to be held in St. Louis the 22d of July. Sessions were held of the National American Woman's Suffrage Association, the American Forestry Association, the American Association of Inventors and Manufacturers, and the Association of Marine Engineers. Secretary of the Treasury. The report of the board of expert engineers, which recommended the completion of the Lytle Creek dam, was submitted to the treasury building was selected by the commission as the site for the proposed station. The other decision of the board of expert engineers, which recommended the completion of the Lytle Creek dam, was submitted to the treasury building was selected by the commission as the site for the proposed station. The other decision of the board of expert engineers, which recommended the completion of the Lytle Creek dam, was submitted to the treasury building was selected by the commission as the site for the proposed station.

SHOOTING STARS. "Ebry 'ting am all right in its place," said Uncle Eben. "Er sha'p razer meks er man a good tapper ope minute, an' a ter'ble tough citizen de nex."

A Hindrance to Valor. "I am verwy much afraid," said Willie Washington, "that I shoudn't be able to go to war in case this little squabble about Venezuela should amount to anything serious, don't you know?"

"Why, you wouldn't be scared, would you?" "I haven't gone into the matter fah enough to consider the consequences of courage, but it stucck me that it would be verwy foolish for a man to fight if he doesn't know what he is fighting about. And if a fellow weads enough to keep thoroughly posted, I don't see how the deuce he would have any time left to fight, don't you know?"

A Long Felt Want. The poet groaned in deep dismay "Neath comments analytic. "Oh, for some pen," they heard him say, "To criticise the critic!"

Careful of His Feelings. "Charley, dear," said young Mrs. Tocker very gently, "it was kind and thoughtful of you and I appreciate it ever so much; but a man should never undertake to select anything for his wife to wear."

"What do you mean?" he asked in surprise. "These buttons you brought home for me," and she held up half a dozen red poker chips. "I found them on the mantelpiece in your room, and I know, of course, that you had brought them home for me."

"No, you can't use them, can you?" "No. But I appreciate your thoughtfulness just the same. You got them at a bargain, didn't you?" "Um—yes."

"Well, you were cheated. I don't see how anybody who makes buttons could have been so silly as to forget to put in the holes that the thread goes through when you sew them on!"

And Charley said he would take them right back and exchange them.

Would Rather Run the Risk. Mrs. Cornsattel had been thoughtfully gazing at the ceiling while the daily paper lay in her lap.

"Hiram," she said, "hey you seen this new woman's Bittie they're talking 'bout?" "No, I hadn't laid eyes on it yet."

"D'ye think it's any better'n the old 'un we're used to?" "I dno. Ye might git one and Jedge fer yerself."

"No, Hiram. I won't do anything of the kind. I try not to be behind the times even if we do live in the country. I don't begrudge what the daily papers cost, an' I put modern improvement on the list of the 'lectric car buzz, 'cause I know that it means progress. I'm convinced that the republican form of government is a eternal success, an' I mus' say that I've got a strong suspicion that a woman ez tax-able under the law orter have a vote of she wants it. I want'er right up ter date, Hiram; but when it comes ter tryin' ter put modern improvement on the list of the 'lectric car buzz, 'cause I know that it means progress. I'm convinced that the republican form of government is a eternal success, an' I mus' say that I've got a strong suspicion that a woman ez tax-able under the law orter have a vote of she wants it. I want'er right up ter date, Hiram; but when it comes ter tryin' ter put modern improvement on the list of the 'lectric car buzz, 'cause I know that it means progress. 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